

AMENDMENTS TO THE CLAIMS

1.(Currently amended) A truck comprising: a chassis supporting a cab and that has an initial orientation relative to the ground, wherein the cab is at a forward end of the truck; and a deck which is supported at least partly by a rearmost axle and wheels by a suspension arrangement, with a forward part of the suspension arrangement operatively connected to the chassis to move with the chassis and a rear part of the suspension arrangement operatively connected to the deck or a deck support frame to move with the deck or deck support frame, wherein the deck is tiltable relative to the chassis about a pivot axis that provides a ~~centre~~ree of rotation of the deck or deck support frame relative to the chassis and that is located in front of the rearmost axle of the truck and arranged such that as the deck tilts rearwardly, the chassis tilts forwardly ~~relative to the ground from the initial orientation~~ and the forward part of the suspension arrangement moves with the chassis such that said forward part of the suspension arrangement moves upwardly toward a part of the deck immediately above the forward part of the suspension arrangement such that a vertical spacing between the forward part of the suspension arrangement and that part of the deck is reduced, and such that a part of the deck immediately above the rearmost axle lowers towards the rearmost axle to provide a low loading angle of the deck.

2. (Original) A truck as claimed in claim 1, wherein the chassis terminates forwardly of the rearmost axle.

3.(Previously presented) A truck as claimed in claim 1, wherein the deck is supported by a deck support frame which is pivotally connected to the chassis at the pivot axis.

4. (Previously presented) A truck as claimed in claim 1, wherein the deck is pivotally connected to the chassis at the pivot axis.

In re the Application of BARRY DOUGLAS ARMOUR
U.S. Appln. No. 10/531,488
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5.(Previously presented) A truck as claimed in any one of the preceding claims, wherein the chassis comprises a pair of transversely extending arms which are pivotally connected to the deck or deck support frame to provide the pivoting connection between the deck and the chassis.

6. (Original) A truck as claimed in claim 5, wherein the outwardly extending arms are part of a chassis subframe member which forms a rearward part of the chassis.

7. (Previously presented) A truck as claimed in claim 1, wherein said pivot axis is positioned forwardly of said forward part of the suspension arrangement.

8. (Previously presented) A truck as claimed in claim 1, wherein the suspension arrangement comprises leaf spring suspension.

9. (Previously presented) A truck as claimed in claim 8, wherein the leaf spring suspension comprises a pair of spaced apart leaf springs, with the rear ends of the leaf springs operatively connected to the deck or deck support frame, and the front ends of the leaf springs operatively connected to the chassis, so that as the deck tilts the front ends of the leaf springs move upwardly toward the part of the deck immediately above the front ends of the leaf springs, thereby lowering the deck towards the axle.

10.(Previously presented) A truck as claimed in claim 9, wherein the chassis comprises a pair of spring connectors for attachment to the front ends of respective leaf springs.

11. (Original) A truck as claimed in claim 10, wherein the spring connectors are carried by a chassis subframe member which forms a rearward part of the chassis.

12.(Previously presented) A truck as claimed in claim 9, wherein the deck comprises a pair of apertures, shaped recesses or moveable covers which enable the front ends of the leaf springs and/or the spring connectors to extend above a lower part of the deck when the deck is tilted.

13. (Previously presented) A truck as claimed in claim 1, wherein the suspension arrangement comprises a pair of spaced apart leaf springs, with the front ends of the leaf springs operatively connected to the chassis, and the rear ends of the leaf springs operatively connected to the deck or deck support frame via respective air bags configured to enable air to be expelled as the deck is tilted, thereby further lowering the deck towards the rearmost axle.

14. (Previously presented) A truck as claimed in claim 1, wherein the deck comprises a pair of apertures, shaped recesses or moveable covers which enable upper edges of the wheels to extend above a lower part of the deck when the deck is tilted.

15. (Previously presented) A truck as claimed in claim 1, comprising an engine supported by the chassis, a driveshaft to transmit motive power from the engine and which extends rearwardly from the engine, and a differential to transmit motion from the driveshaft to the wheels carried by the rearmost axle, wherein the driveshaft comprises a pivot to accommodate changes in angle between the driveshaft and differential as the deck is tilted.

16. (Previously presented) A truck as claimed in claim 1, wherein the truck comprises a ramp at or towards the rear end of the deck and which is moveable from a storage position to a loading/unloading position to enable ease of loading and unloading of vehicles or goods onto and off the deck.

17. (Previously presented) A truck as claimed in claim 16, wherein the ramp is configured to automatically move to the loading/unloading position as the deck is tilted, and to automatically move to the storage position as the deck is returned from a tilted position.

18. (Previously presented) A truck as claimed in claim 16, wherein the ramp is pivotally connected to the deck or deck support frame.

19.(Original) A truck as claimed in claim 18, wherein the ramp is foldable across its width, and as configured to automatically fold in the storage position and unfold in the loading/unloading position.

20.(Currently amended) A truck comprising: a chassis supporting a cab and that has an initial orientation relative to the ground, wherein the cab is at a forward end of the truck; and a deck that is rearward of the cab and which is supported at least partly by a rearmost axle and wheels by a suspension arrangement, with a forward part of the suspension arrangement operatively connected to the chassis to move with the chassis and a rear part of the suspension arrangement operatively connected to the deck or a deck support frame to move with the deck or deck support frame, wherein the deck is tiltable relative to the chassis about a pivot axis that provides a center of rotation of the deck or deck support frame relative to the chassis and that is located in front of the rearmost axle of the truck and in front of said forward part of the suspension arrangement and arranged such that as the deck tilts rearwardly, the chassis tilts forwardly ~~relative to the ground~~ from the initial orientation and the forward part of the suspension arrangement moves with the chassis such that said forward part of the suspension arrangement moves upwardly toward a part of the deck immediately above the forward part of the suspension arrangement such that a vertical spacing between the forward part of the suspension arrangement and that part of the deck is reduced, and such that a part of the deck immediately above the rearmost axle lowers towards the rearmost axle to provide a low loading angle of the deck.

21. (Currently amended) A truck comprising: a chassis supporting a cab and that has an initial orientation relative to the ground, wherein the cab is at a forward end of the truck; and a deck that is rearward of the cab and which is supported at least partly by a rearmost axle and wheels by a suspension arrangement, with a forward part of the suspension arrangement operatively connected to the chassis at a chassis operative connection to move with the chassis and a rear part of the suspension arrangement operatively connected to the deck or a deck support frame to move with the deck or deck support frame, wherein the deck is tiltable relative to the chassis about a pivot axis that provides a center of rotation of the deck or deck support

frame relative to the chassis and that is located in front of the rearmost axle of the truck and in front of said chassis operative connection and arranged such that as the deck tilts rearwardly, the chassis tilts forwardly ~~relative to the ground~~ from the initial orientation and the forward part of the suspension arrangement moves with the chassis to lift the forward part of the suspension arrangement upwardly toward a part of the deck immediately above the forward part of the suspension arrangement such that a vertical spacing between the forward part of the suspension arrangement and that part of the deck is reduced, and such that a part of the deck immediately above the rearmost axle lowers towards the rearmost axle to provide a low loading angle of the deck.

22. (Previously presented) A truck as claimed in claim 21, wherein the suspension arrangement comprises a spring, with a forward part of the spring operatively connected to the chassis and a rearward part of the spring operatively connected to the deck or deck support frame, and arranged such that as the deck tilts rearwardly, the chassis tilts forwardly to lift the forward part of the spring upwardly ~~relative to~~ toward the part of the deck immediately above the forward part of the spring, thereby lowering the deck towards the rearmost axle.

23. (Previously presented) A truck as claimed in claim 1, wherein an underside of the deck contacts the wheels when the deck is tilted rearwardly.

24. (Currently amended) A truck comprising:

a rear axle and wheel assembly;

a chassis having a forward portion that supports a cab, a terminal portion that terminates at a location forward of said rear axle and wheel assembly, and a pivot portion located between the forward portion and the terminal portion, and an initial orientation relative to the ground, wherein the cab is at a forward end of the truck;

a deck that is rearward of the cab and having a forward portion that overlies the terminal portion and the pivot portion of said chassis and a rearward portion that extends rearward of the rear axle and wheel assembly; and

a suspension spring having a forward part connected to the terminal portion of said chassis, a rearward part connected to the rearward portion of said deck, and an intermediate part connected to the rear axle and wheel assembly;

wherein said deck is operatively connected to the pivot portion of said chassis so as to be tiltable relative to the chassis about a horizontal pivot axis in the pivot portion, and is configured such that when the deck is tilted rearwardly about the pivot axis, the chassis tilts forwardly ~~relative to the ground~~ from the initial orientation and the forward part of the suspension spring moves with the chassis such that said forward part of the suspension spring moves toward a part of the deck immediately above the forward part of the suspension spring such that a vertical spacing between the forward part of the suspension spring and that part of the deck is reduced, and such that a part of the deck immediately above the rearmost axle lowers towards the rearmost axle to provide a low loading angle for the deck.

25. (Previously presented) A truck as claimed in claim 24, wherein the truck comprises a deck support frame, and the rearward part of the suspension spring is connected to the rearward portion of said deck via said deck support frame.

26. (Previously presented) A truck as claimed in claim 24, wherein the suspension spring comprises a leaf spring and an air bag, with the rearward part of the leaf spring connected to the deck via the air bag.